

STATES TO ACT ON INCOME TAX

AMENDMENT TO CONSTITUTION APPROVED BY THE HOUSE.

Only 14 Negative Votes, All Cast by Republicans—All Democrats Voted For It and Accused Republicans of Stealing Income Tax From Their Platform

WASHINGTON, July 12.—As a result of action taken to-day by the House of Representatives the way has been paved for the States to make an amendment to the Federal Constitution empowering Congress to lay a tax on incomes. By a vote of 317 to 14 the House to-day adopted the joint resolution passed by the Senate last week proposing an amendment to the Constitution whereby Congress shall have the power to lay and collect taxes on incomes from whatever source derived. The resolution, which now goes to the President for approval, is as follows:

That the following article be proposed as an amendment to the Constitution of the United States, which when ratified by the Legislatures of three-fourths of the several States shall be valid to all intents and purposes as a part of the Constitution.

"Article XVI.—That Congress shall have power to lay and collect taxes on incomes, from whatever source derived, without apportionment among the several States and without regard to any census or enumeration."

An amendment offered to the resolution by Representative Henry of Texas providing that the proposed amendment should be passed upon by constitutional conventions instead of by the State Legislatures was rejected by an overwhelming vote.

The fourteen votes against the resolution were cast by Republicans, four of whom are members of the conference committee on the tariff, as follows: Barchfield, Dabell, McCreey and Wheeler of Pennsylvania; Allen of Maine; Calderhead of Kansas; Fordney of Michigan; Gardner, McCall and Weeks of Massachusetts; Olcott and Southwick of New York and Henry and Hill of Connecticut. Two members answered present, Representatives Olmsted of Pennsylvania, Republican, and Representative Bartlett of Nevada, Democrat. The conferees on the tariff bill who voted against the proposed constitutional amendment were Representative Dabell, Fordney, Calderhead and McCall.

The income tax resolution was not adopted in the House without a flood of oratory. Nearly everybody wanted to talk about it. The resolution was reported early in the day by Representative Payne of New York, chairman of the Committee on Ways and Means. Nearly four hours were allowed for debate and everybody who could had his say on the subject before the House adjourned. The most noteworthy speech was made in opposition by Representative McCall of Massachusetts, who expressed his opposition to the income tax on principle and to the pending resolution specifically for the reason, as he expressed it, that it violated the fundamental principle of the Constitution by doing away with the rule of apportionment.

The burden of the Democratic speeches made on the resolution was to the effect that the income tax was stolen by the Republicans from the Democratic platform. Most of the Democratic orators said they supported the resolution because they were deprived of the opportunity to vote for the income tax direct. "One by one the roses fall and one by one the Republicans steal planks from the Democratic platform," declared Minority leader Champ Clark of Missouri. Democratic orators, notably Representative Francis Burton Harrison of New York, also denounced the corporation tax amendment. Mr. Harrison hazarded the opinion that it was unconstitutional and expressed the belief that it was "grossly unjust and inequitable."

The language used by the speakers in discussing the income tax resolution was decidedly picturesque at times. "I scorn," said Representative Harrison, "a Government whose taxes have crumbs that Lazarus shall share his crumbs but that Dives must not give up his riches." Representative Hill of Connecticut said he was opposed to the income tax because it would place the burden upon the larger States in violation of the rule of apportionment laid down by the Constitution.

Representative Payne said he had formerly been opposed to an income tax but that he had changed his mind because it provided a means of raising revenue in time of war or other emergency. "It is, in a word," he said, "a tax upon the incomes of honest men, an exemption, to some extent, to the rogues." Mr. Payne hoped that if the States authorized Congress to lay an income tax the power thus conveyed would never be invoked except in emergency.

"The political Jack Cade of the future, for the testing of political blackmail," was the characterization given by Representative McCall to the income tax constitutional amendment. Mr. McCall said further:

"If I were in favor of an income tax amendment I should be decidedly opposed to an amendment in the form of that which is now pending before the House. Why, by doing away with the rule of apportionment it violates the fundamental principle of the Constitution. What was the great historic contest of the constitutional convention? It was between the small States selfishly struggling for more than their share of power and the large States representing the great powers of the Senate, yet the large States managed to secure some compensation by giving to the Representatives chosen according to population some peculiar powers over taxation which is specially related to liberty."

The House of Representatives was not merely given the power to originate all bills raising revenue but it was provided by the very clause of the Constitution that fixed the basis of representation that direct taxation should be apportioned among the States according to population. The framers of the Constitution did not desire to expose the small States to the temptation of combining and plundering the large States and they thought so much of this that they again referred to it in the Constitution and there are two clauses there

that direct taxes shall be apportioned according to population.

Now, the undemocratic feature of our Constitution has been vastly increased by the admission of small States. In the constitutional convention States having only one-third population were in a majority, but to-day States having only one-sixth population elect a majority of the Senate. And yet they propose to throw away in entirety the only safeguard of the Constitution—that great democratic feature of the Constitution—and the Democratic party proposes to take a hand in that and throw this rule of apportionment to the wind.

That a fight will be made in a number of States against the ratification of the proposed amendment to the Constitution was made plain to-day, particularly by New England members who participated in the debate.

7TH AVE. SUBWAY OFFER.

Bradley Co. Willing to Connect Its Proposed Lines With Pennsylvania Terminal.

If the Interborough company will not build the Seventh avenue subway which the Pennsylvania Railroad Company is anxious to have built, so as to provide facilities for the distribution of passengers arriving at the Pennsylvania terminal, the Bradley-Gaffney-Steele Company will do so. Arthur J. Baldwin, counsel for the company, called yesterday on Chairman Willcox of the Public Service Commission and had a long conference in which the matter of adding the seventh avenue route to the proposition which has been submitted by the Bradley company and approved by the Board of Estimate was discussed.

Although neither Mr. Baldwin nor Mr. Willcox would answer any questions concerning their conference it can be asserted that Mr. Baldwin told the chairman of the commission that the Bradley company would be willing to bid for an extension of the Canal street line, which is to carry passengers from the main line to Broadway to Brooklyn, west of Broadway, thence under Hudson street and Seventh avenue to Thirty-fourth street. At that point the line would turn eastward, connecting again with the Lexington avenue line at a point between Lexington avenue and Thirty-fifth street.

The Interborough company refused to bid for the Seventh avenue line unless it could be assured of a franchise to construct a northerly branch of its subway from Forty-second street under Lexington avenue. The commission refused to spoil the Broadway-Lexington avenue route by giving the Lexington avenue line to the Interborough company, and then the Bradley company came along and offered to bid for the entire Broadway-Lexington avenue subway and build with its own money and also lay out a spur under Canal street to transfer passengers to Brooklyn.

Mr. Baldwin promised yesterday that his company would meet any reasonable demands for the connection of the Bradley lines with the Pennsylvania terminal. Nothing can be done toward adding the Seventh avenue line to the Bradley company's plans until the Board of Estimate meets on the first Friday in September, but the Public Service Commission will undoubtedly add the latest proposal of the company to the routes which have already been accepted by the commission and by the city.

SUICIDE AT NIAGARA.

Body of a Young Woman Found Near the Horseshoe Falls.

NIAGARA FALLS, N. Y., July 12.—The body of a well built young woman between 25 and 30 years of age was found under the bridge to Terrapin Point at the edge of the Horseshoe Falls at 6 o'clock to-night, having evidently floated down stream. She had not been in the water more than an hour. She had brown hair, large face, good complexion and is nicely developed. Her dress is a light blue. A woman's hat found on the upper and lower islands of blue straw with blue ribbon and cherry trimmings. It is supposed that it belonged to the young woman.

AUTO TURNED SOMERSAULT.

Party of Americans Injured in France—Miss Noss Likely to Die.

Special Cable Despatch to THE SUN. JOINT, France, July 12.—An automobile containing five persons turned a somersault this evening while going at great speed near Emon, Department of Yonne. Edwin G. Freigespau of New York, who was driving; the chauffeur, Nelson, and M. Sampe, a Parisian pharmacist, were slightly bruised.

Miss Ella Freigespau, the sister of the owner of the car, and Miss Noss, a friend of hers, were seriously injured. They were taken to the hospital here. Miss Noss is so seriously injured that there are no hopes of her recovery.

LEFFINGWELL MOVING NORTH.

His Progress Along the Alaskan Coast Blocked by Ice.

Word was received in this city yesterday of the progress northward of Ernest De Koven Leffingwell, the former member of the Mikkelson-Leffingwell expedition into the Beaufort Sea north of Alaska, who is going it alone on a journey of discovery along the northwestern coast of the American continent. In a despatch from Nome, Alaska, on July 8 Leffingwell reported his expedition of four safely arrived at that port, but unable to proceed further because of an ice blockade.

Leffingwell is making his way up the Alaskan coast in the gravel rigged boat Argo, only 56 feet in length and light of burden. He has purposely elected to make his journey in such a light draught boat because of the impossibility of approaching much of the little explored north Alaskan coast in bigger boats. On his departure he announced his intention of sailing up the broad mouth of the Mackenzie River and of making trips in the archipelago at the river's mouth, which would necessitate a boat of light draught.

Leffingwell returned to New York in January last after having spent two years along the shores of the Beaufort Sea. He spent the winter of 1907-08 alone in a cabin built from the wreckage of the Mikkelson exploring ship Duchsne of Bedford. One result of his lonely stay in the North was his accurate mapping of 200 miles of the Alaskan coast from the shore 100 miles inland.

HOTEL NASSAU, Long Beach, offers everything to be had at New York's finest hotel except the heat.—Ad.

PEGASUS FOULS A BIG TANK

TEMPORARY SCARE ON IRON STEAMBOAT IN A FOG.

She Ran Her Nose Under the Anchor Chain of the Phoebe and Lost Flagstaff and Railing—The Cepheus a Little Later Runs Down a Gasoline Launch.

The Pegasus of the Iron Steamboat Company's Coney Island fleet was coming up on her last trip an hour before sunset last evening with many passengers from the pleasure grounds when in a heavy patch of fog inside Norton's Point she ran her nose under the starboard anchor chain of the big German tank steamer Phoebe, swinging with mudhooks down in Gravesend Bay.

There was a sharp snap as the flagpole at the stem of the steamboat went over the side, then a rending of the rails on the promenade deck on both sides. Somebody screamed. There was a rush of people out of the cabins, where the fog had driven them. When they saw the loom of the big German close alongside the passengers on the Pegasus showed signs of breaking into a panic.

Capt. Jacob Wise, up in the pilot house, sent an order down to the engine room for full speed astern and got his first and second mates down to the decks in record time to go through the crowd and reassure everybody.

There was one woman, so some of the passengers said afterward, who made a rush for the rail in her terror and was about to jump overboard. Several grabbed her and stifled her screams. The others, for the most part women and children, did a bit of running around and then settled down to wait for something more serious to happen.

Nothing more serious happened. Capt. Wise had his boat backed out from under the anchor chain and away into the lifting shreds of fog before anybody aboard the German tank steamer really knew what had happened. He brought the boat up to the Battery landing, where the majority of the passengers got off. The rest went up to the pier at West 129th street.

It was on the 5:45 trip from Coney Island that the accident occurred. The Pegasus had rounded Norton's Point and was making tracks across Gravesend Bay when a fog shut down. The small Coney craft took pretty much any course they please through the shallower waters of the bay and over the anchorage ground thereabout.

It was at 6:05 that the tank steamer showed through the fog, her bow pointing in toward the Narrows against the outgoing tide. The collision came before the Pegasus could be stopped. Capt. Wise complained afterward that though he had been travelling in fog for ten minutes before he struck the Phoebe's anchor chains the German ship did not have her bell going.

After the Pegasus had tied up at her berth in Edgewater, across the Hudson from the 129th street pier, her officers reported that she had suffered comparatively little damage. Her iron stem was bent, both rails on the promenade deck were carried away from the bow for a distance of ten or twelve feet and a lot of paint was missing—that was about all. The Phoebe plies between New York and Hamburg, carrying for the Standard Oil Company. She got into port on Friday.

Another Iron Steamboat had trouble with the fog later in the day at Coney Island. The Cepheus had just left the Dreamland pier and her engines were barely in motion when at 6:10 o'clock a gasoline launch ran out of the fog into the steamer's way. The launch was upset almost before it was seen.

Capt. Van Schaick of the Cepheus saw three men struggling in the water and ordered out a boat. The crew rescued the three men in short order and they were little the worse for the ducking. The launch was the Albacore, a 26 footer owned by Thomas D. Briggs of 147 Montague street, Brooklyn, who is a member of the Sheephead Bay Yacht Club. He was one of the men rescued, and the others were two negro employees of the yacht club.

AUTO LEAPED EMBANKMENT.

Watson G. Clark and William Hall Seriously Hurt at Edgewater.

HACKENSACK, N. J., July 12.—Watson G. Clark, a civil engineer living at Tenafly with an office at 1123 Broadway, and William Hall, a contractor of Hawthorn, narrowly escaped death this afternoon when the former's automobile in which they were riding plunged over twenty foot embankment into the Hudson River at Edgewater.

Mr. Clark is sure that a dog darted under the automobile. The machine turned a somersault and landed on top of the occupants as it neared the water. Several persons saw the automobile disappear from view and hurried to aid the injured men. They were taken to the Englewood Hospital in a semi-conscious condition. It was found that Mr. Clark suffered a fracture of the shoulder and his right wrist was broken. Mr. Hall's legs are broken. Both men suffered many cuts and bruises on the head and body, but the hospital surgeon does not consider either patient fatally injured.

Mr. Clark is engineer of Edgewater Borough and was on a tour of inspection at the time of the accident.

ELEVEN MEN DROWNED.

Ships Crash Together in Lake Superior—Men Were in Their Bunks.

SAULT STE. MARIE, Mich., July 12.—Eleven men were drowned in a collision to-day of White Fish Point in Lake Superior between the steamers Isaac M. Scott and J. B. Cowie.

The ships crashed together in the heavy fog and the Cowie sank at once. There were twenty-four men aboard and thirteen of them were saved. The dead men were in their bunks.

The Scott was on its maiden trip up the lakes. It is a Hanna boat and the Cowie belonged to the Wilkinson interests of Cleveland.

The Cowie carried one passenger, Thomas McKernan, son of the chief engineer, John McKernan of New York city, who is unaccounted for and is probably lost.

EXCOMMUNICATE THE SHAH.

Holy Men Proclaim Holy War in Persia—Rebels Defeat Imperial Troops.

Special Cable Despatch to THE SUN. LONDON, July 13.—A despatch from Teheran to the Daily Telegraph says a fight reported yesterday between the rebels under Shikhabad and Sardarsad and a royal force of 1,200 men and eight guns under command of four Russian officers ended in a panic and the flight of the Shah's troops.

The insurgents with a solitary gun silenced four of the royalist guns. Then the rebels made a sortie from their positions and the royalists bolted. The British and Russian representatives took advantage of a temporary lull in hostilities to again attempt mediation between the Government and the rebels. The effort, however, was without result.

The same correspondent states that the Shiite religious hierarchy at Nejed, Mesopotamia, has decided to intervene against the Shah. The mujtahids or holy men of Nejed and Kerbela, forming the Shiite sacred college, hold a position similar to that of the Sheikh-ul-Islam at Constantinople. They denounced the Shah a year ago for breaking an oath taken on the Koran and for maltreating mujtahids at Teheran, but took no further action at that time. They have now sent mollahs across the frontier to proclaim a holy war against the Shah and his adherents.

A holy war against Moslems is unprecedented in the history of Islam. It is the hierarchy has excommunicated the Shah and his supporters and declared them no longer Moslems. The country adjoining the frontier is already rising to arms.

The outcome cannot be predicted, but the movement seems to render it impossible for the present Shah to retain the throne.

The correspondent of the Times, telegraphing from Shahabad, the headquarters of the Persian Cossacks, eleven miles west of Teheran, makes no reference of a panic among the royalist troops in the recent fight with the rebels. He intimates that the action of the royalist troops was merely a demonstration to relieve the loyalist Bakhtiari, who were threatened by the Nationalist Bakhtiari, with whom they are at war.

There has been much skirmishing between these rival sections of the Bakhtiari, the royalist section of which inflicted considerable damage on Dar-dar-Amed's force. A general attack by the whole of the Shah's force is quite possible on Tuesday.

ST. PETERSBURG, July 12.—It is stated that Russia has ordered more troops to Persia. Various bodies are already moving toward Baku, where several steamers are waiting to convey them across the Caspian Sea. One battery of artillery, 450 Cossacks and 1,100 infantry have already embarked.

CHURCH FOR ARCHIBALD BLACK.

But He Will Find Dr. John Fox on Hand to Oppose His Ordination.

Archibald Black, brother of the Rev. Hugh Black, has secured a call from the Bedford Park Presbyterian Church. Although the matter has not yet been formally presented through the New York Presbytery, it is understood by members of the Bronx church congregation that he will accept.

Mr. Black is one of the three graduates of the Union Theological Seminary against whose admission into the ministry certain Presbyterians raised objections. At their examination for licensure held in April the three candidates were rejected. At a reexamination held in June, after a course, headed by the Rev. David G. Wylie and the Rev. T. Ross Stevenson, had conferred with them and submitted a favorable report, the three students were admitted. In Mr. Black's case the orthodox examiners objected to his view on the birth of Christ, the Creation story and the Jonah story, which he chose to regard rather in the light of an allegory than as historical fact. The votes in his case stood 59 to 36.

The Rev. Dr. John Fox, secretary of the American Bible Society, who, with the Rev. Walter Buchanan of the Fourth Avenue Presbyterian Church, was one of the staunchest of the opposition and who attempted last week to block the ordination of George A. Fitch, another of the three, at the Old First Church, will try to block the ordination of Mr. Black. This is to take place in the early fall.

The Bedford Park church has changed pastors several times since the Rev. Henry Sloan Coffin accepted the call to the Madison Avenue Presbyterian Church, where he has been for four years. Dr. Coffin was one of the most influential men in obtaining the reexamination in June.

METZ WARNS HIS FORCE.

Any Man Who Says He Can Get the City to Pay Bills Promptly is a Crook.

Comptroller Metz will sail for Europe to-day. Calling around him yesterday afternoon his trusty lieutenants he spoke a little piece to them in which he said he committed the honor of his administration to their keeping for seven weeks. He advised them to look out particularly for a clique of individuals he described as "pedlers of pull," who under different pretenses had obtained the run of the department offices and had persuaded contractors and others who had bills against the city that for a consideration they could get their bills put through without the customary delay of six or eight months.

"I want you men to understand," he said, "that no one has any pull in this office, but persons who have bills against the city don't seem to realize it and they fall for the bluff of the men who claim to have a pull. While I am away I want you all to keep a sharp eye open for the gentry who are working that bluff game."

Afterward Mr. Metz said that the number of men who were collecting money on the pretense that they could get bills passed through the Finance Department in short order was growing so large that he had talked over the matter with the District Attorney. Mr. Metz said he thought he had been able to give sufficient evidence to the District Attorney with regard to one of the men that there would be no difficulty in convicting him of getting money by false pretenses. "I don't want to say anything more about the matter now because it might spoil our plans," Mr. Metz said, "but I don't mind saying that the type known as the 'professional politician' is the worst."

FOR TRIPPLES take Horsford's Acid Phosphate. It cures indigestion, constipation, sick headache, nausea and sour stomach.—Ad.

SHE REFUSED TO "DECLARE"

IT COST MRS. R. G. DUN \$1,000 EXTRA BY WAY OF FINE.

She Was Willing to Pay Duty on the Contents of Her Trunk, but Wrote on the Blank "I Will Not Make a Declaration"—This Was Called Contumacy.

Mrs. R. G. Dun, widow of the former head of the mercantile agency that bears his name, was a passenger by the North German Lloyd steamship Kronprinz Wilhelm, which arrived at Hoboken on June 29. She had several trunks. It was said aboard the ship that she wrote across the face of the declaration blank handed to her, "I will not make a declaration."

After the liner docked she left the pier without any other than hand baggage and left her maid with instructions to lay the duty on whatever dutiable articles were in the trunks. She gave the maid, according to Custom House officials, \$1,000 for the purpose. The maid was unable to do as she had been instructed, because the customs inspectors whose duty it was to examine the baggage after consulting the deputy surveyor in charge decided that the trunks should be sent to the public store pending investigation. The maid, who had the \$1,000, took it away with her.

Mrs. Dun was notified that an examination by appraisers showed that she owed the Government 60 per cent. duty on undeclared foreign goods, chiefly wearing apparel, valued at \$2,000. She expressed her willingness to pay the duty. Then she was informed that she would have to pay, in accordance with a decision reached after a consultation between the United States Attorney's office and Collector Loeb, a fine of 50 per cent. of the foreign value of the goods, or \$1,000, for failure to declare the goods. She paid the fine and the duty, \$2,000 in all.

The story of Mrs. Dun's adventure did not leak out until yesterday, and the Collector seemed to be a bit put out when it did come out. It was said that Mrs. Dun is the first well to do American woman in years who has declined to obey the regulation requiring her to declare the goods that she had bought abroad. It was for what was called contumacy that the fine was imposed. She might have saved \$1,000 by simply making out a list of the dutiable stuff.

NAVY ENSIGN AIKEN KILLED.

Petty Officer Also Hurt in Coal Gas Explosion on the North Carolina.

WASHINGTON, July 12.—Ensign Hugh K. Aiken died yesterday on board the armored cruiser North Carolina, now at Naples, Italy, from injuries resulting from an explosion of coal gas. Peter Mullan, chief water tender, was slightly injured in the accident. Mullan's home was at 24 Cheever place, Brooklyn.

Capt. Marshall, commanding officer of the cruiser, reported to the Navy Department to-day that he was making an investigation to determine the cause of the accident. The explosion took place early Sunday morning during the daily inspection of the bunkers. Ensign Aiken was badly injured and died shortly after 7 o'clock last night. There were no other casualties except the slight injuries received by Chief Water Tender Mullan.

Ensign Aiken was born in New Orleans, La., on September 23, 1884. He entered the Naval Academy on May 14, 1902, being graduated in February, 1906. He served as a midshipman on board the battleship Texas and on the armored cruiser St. Louis. He was promoted to the rank of Ensign on February 13, 1908, and was ordered to the North Carolina.

While at the Naval Academy Aiken was prominent in athletics and played on the football team. In one of the games his skull was fractured and for several days he was in a serious condition. His skull was trephined and a small silver plate inserted.

JAPANESE RIOT ON OAHU.

Hawaiian Sheriff Besieged by Strikers in a Plantation Mill.

SPECIAL CABLE DESPATCH TO THE SUN. HONOLULU, July 12.—About three hundred Japanese laborers employed on the Waimanalo plantation, Oahu Island, struck to-day because Manager Jarrett refused to discharge five Japanese laborers to whom they objected. Two of these men were beaten in presence of the manager.

This strike has no connection with the big plantation strike of the Japanese for higher wages, the question of wages is involved in this trouble. Sheriff Jarrett arrested half a dozen of the ringleaders at the Waimanalo plantation, but when he attempted to leave with his prisoners there was such a threatening demonstration that the Sheriff sought refuge with the prisoners in the plantation mill and telephoned to Honolulu for assistance.

Fully four hundred excited Japanese, many of them armed, surrounded the mill. The plantation is twenty miles from Honolulu. A dozen deputies in automobiles and a squad of mounted police are on their way to the plantation.

PLAINFIELD'S AEROPLANE.

Sixty Horse-Power Flier Built by Youngster Just Out of High School.

PLAINFIELD, N. J., July 12.—An aeroplane has been shipped to Otto Barkman of Newark to be entered in the Hudson-Fulton carnival this year. It was built by Charles Fulmer of Sycamore street, who likewise has the distinction of having built the first automobile in Plainfield. The aeroplane is a combination of the Wright, the Graham Bell and the tehradral construction. It was designed by Mr. Barkman, who has made a study of aerial apparatus and designing abroad, and who holds patents on his machine. It is 47 feet wide from the tips of the planes, 27 feet long and 17 feet high, and is driven by an eight cylinder motor of 60 horse-power.

The inventor is enthusiastic about his machine. Previous to entering it for the celebration Newark will give it a trial near Newark. Fulmer has been asked to make the initial trip in the machine with the owner. Fulmer is 19 years old and he built his own motorcycle while a student of the city high school, where he finished his course this year.

NEARLY HIT BY WHALE.

Submarine Tarpon Has Narrow Escape in Provincetown Harbor.

PROVINCETOWN, Mass., July 12.—The one topic of the fleet-to-day was the narrow escape of the submarine Tarpon in the harbor yesterday. A giant whale swooped down on the little craft while submerged and only a quick shift of the wheel put the ship out of the whale's path. Had the whale collided with the underwater fighting machine it is probable that serious damage would have been done. The whale was a giant and going at high speed when sighted by those aboard the Tarpon.

This morning the first division, consisting of the Connecticut, Vermont, Kansas and Louisiana, went outside for maneuvers. Through the course of the day they planted mines in Massachusetts Bay and to-night the little torpedo fleet slid out of the harbor in an effort to break through the cordon of defense laid by the bigger ships. The outlook from ashore is very favorable to the little fleet. A dense fog is hanging over the harbor and it is extremely doubtful that the big ships will get a line on the torpedo fleet.

5 BROTHERS WED 5 SISTERS.

Five Other Sisters Act as Bridesmaids and Five Brothers as Best Men.

COLUMBUS, Ky., July 12.—A marriage ceremony in Kent county to-day united five sisters to five brothers. Misses Maud, Nellie, Kate, Anne and Susie Martin were married to John Dan, Hugh, Jack and Dick Hill. Five sisters acted as bridesmaids and five brothers of the bridegrooms acted as best men.

It was proposed to follow the wedding with a honeymoon for the five happy couples to extend to St. Louis but the ladies of the bride party prevented the men members from leaving home at this time.

CAPT. HAINS TRANSFERRED.

Still Carried on the Rolls of the Army as Absent from His Post.

WASHINGTON, July 12.—The War Department to-day issued orders detaching Capt. Peter C. Hains of the Coast Artillery Corps, who is a prisoner in Sing Sing prison, from the Sixty-second Company of Coast Artillery and transferring him to the Thirtieth Company. Both these companies are stationed at Fort Worden, Wash. The transfer is purely technical and was made because the Department wants to create a vacancy in the Sixty-second Company.

Capt. Hains is being carried on the rolls as absent from his post and is in the hands of the civil authorities. His pay has been suspended. Officially he is still an officer of the army. No action will be taken by the Department until his appeal has been disposed of. He will then be court-martialed for the military offences involved in his killing of William E. Annis.

FORTY YEARS A POLICEMAN.

Dennis Ryan Retires When Within a Month of 70 Years.

Dennis F. Ryan, for forty years a patrolman in the Police Department, was retired yesterday at his own request. Ryan is 70 years old, having been born in Ireland August 7, 1838. He was appointed a patrolman on July 26, 1868. For many years he has been on duty in the Appellate Division of the Supreme Court. Ryan is a civil war veteran and lives with his family at 248 East 108th street.

AMBERGRIS IN SWORDFISH.

Boston Skipper Brings in a Chunk Estimated to Be Worth \$250,000.

BOSTON, July 12.—Late last Friday afternoon the fishing schooner Hookemock was on George's Bank swordfishing and had been having a pretty bad run of luck. The lookout suddenly warned the harpooners of the approach of a school of swordfish and in no time the hold of the schooner was well laden with these monsters of the sea.

Capt. Smith pointed the nose of his little ship for Boston and to-day the Hookemock arrived at T wharf.

One of the swordfish was opened and a large piece of odd looking substance was pulled out. An old whaler on the ship informed the skipper that he had the best cargo he ever brought into Boston, for this queer substance was ambergris. The piece brought in to-day is estimated to be worth \$200,000. This was a heavy day in the swordfish market, there being 345 fish unloaded, each of them weighing about 400 pounds.

ROOSEVELT SHORT OF FOOD.

Party's Supplies Gave Out in the Wilds—Safe Now in Englishman's House.

SPECIAL CABLE DESPATCH TO THE SUN. LONDON, July 13.—Despatches received here report that Commander Attenborough of the British navy has arrived at Nalvasha, British East Africa, and stated that R. J. Cunninghamham, who is guiding former President Roosevelt's party, staggered into his (Attenborough's) house on Sunday evening exhausted, having been without food for twenty-four hours.

Cunninghamham reported that the expedition suddenly found itself short of food and water and Mr. Cunninghamham rushed ahead to get supplies, but he underestimated the distance. As soon as Mr. Cunninghamham and his native companions had rested they started back for camp with the utmost haste, carrying supplies.

Col. Roosevelt was expected at Attenborough's house on Monday, and a late despatch from Nalvasha says a native runner got in on Monday night with word of the arrival of the ex-President and party at the